

Intimations.

PYROLA,
PYROLA,
PYROLA.

A
PERFUME
OF
EXQUISITE
FRAGRANCE.

WATKINS
LIMITED.

Chemists and Perfumers.
No. 66, Queen's Road Central.
Hongkong, 1st October, 1901. [714c]

THE
ROBINSON
PIANO CO., LIMITED.



BEST VALUE IN
PIANOS.
MONTHLY PAYMENT
SYSTEM.
Hongkong, 19th August, 1901. [571c]

KELLY & WALSH, LD.

NEW BOOKS. NOW READY.

1902. 1902.

GAL'S GOSSIP, by A. M. Binstead, \$2.75
MORE GAL'S GOSSIP, by A. M. Binstead, 2.25
HER ROYAL HIGHNESS WOMAN, by Max O'Rell, 2.25
FAREWELL NIKOLA, by G. Boothby, 1.50
THE SNAKES OF THE WORLD, by H. Aide, 1.50
SMALL BOAT SAILING, by E. F. Knight, 3.00
MISS MARIE CORNELIA, by K. Carr, 70

Printed in Two Colours, with both English and Chinese Dates boldly displayed, with open sides to facilitate forward daily memoranda.
PRICE—\$1.

LETT'S OFFICE AND POCKET DIARIES, 1902. [590c]

THE
ROBINSON PIANO COMPANY, LIMITED.

BANJOS, MANDOLINES
AND GUITARS,
AT
COST PRICE
TO CLEAR PRESENT STOCK.
Hongkong, 3rd October, 1901. [953c]

DRESSMAKING.

Having secured the services of a high-class London dressmaker, we beg to announce that this department will be open to receive orders on or before the 15th of November, 1901.

Style, cut, workmanship, and fit. Further particulars through this paper.

105c

WILLIAM POWELL, LIMITED.

A. CHEE & Co.

17A, Queen's Road, Central.
ESTABLISHED 1859.

FURNITURE DEALERS:

IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;

Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspinall's Enamels, &c., &c.

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901. [977c]

Co-day's
Advertisements.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI.

THE Steamship
"GUTHRIE,"
Captain McArthur, will be despatched as above TO-MORROW, the 22nd instant, at Noon.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric-light.
A Stewardess and a duly qualified Surgeon are carried.
For Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 21st October, 1901. [1139c]

"SHIRE" LINE.

FOR SHANGHAI AND NAGASAKI.
THE Steamship

"PEMBROKESHIRE,"
Captain Kennedy, will be despatched for the above Ports, on THURSDAY, the 24th instant, at 3 P.M.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 21st October, 1901. [1140c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIJIN MARU,"
Captain T. Ogata, will be despatched for the above Ports, on SUNDAY, the 27th instant.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 21st October, 1901. [1226c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"MARQUIS BACQUEHEM,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo:—
From Venice, ex S.S. *Metelovich* and *Thalia* transhipped at Trieste.

From Trieste, ex S.S. *Imperatrix* transhipped at Bombay.

From Levant Ports, ex S.S. *Euterpe*.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 26th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 26th instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.
Hongkong, 21st October, 1901. [1114c]

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Co-day's
Advertisements.

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-FIFTH ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY, the 12th November, at TWELVE O'CLOCK, NOON, for purpose of presenting the Report of the Directors and Statement of Accounts to the 31st April last, and of declaring Dividends.
The TRANSFER BOOKS of the Company will be CLOSED from the 30th instant, to the 12th November, both Days inclusive.
By Order of the Board of Directors,
W. H. RAY,
Secretary.
Hongkong, 21st October, 1901. [1141c]

STEAMSHIP "ANNAM."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London and

ex ss. *Ville de Paris*, from Bordeaux, ex ss. *Ville de Paris*, from Bordeaux, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, the 21st instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 28th instant, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 28th instant, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 28th instant, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPORIN,
Acting Agent.
Hongkong, 21st October, 1901. [1004c]

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The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 21, 1901.

REUTER'S TELEGRAMS.

SOUTH AFRICA.

COMMANDANT BOTHA'S MOVEMENTS.

LONDON, October 17th.

Commandant Botha, finding the invasion of Natal disastrous, has dissolved his force, leaving units to escape as best they can. Botha and a few men have gone North.

MORE EXECUTIONS.

J. Kruger, and Lieutenant Breda, have been hanged at Craddock for train wrecking.

AFGHAN AFFAIRS.

October 18th.

It is stated at St. Petersburg that complete agreement has been established between Great Britain and Russia, averting all danger of a quarrel regarding Afghanistan.

THE TYPHOON.

NOTICE FROM MANILA.

The following telegrams have been courteously forwarded to us by Mr. W. A. Rublee U.S. Consul-General:—

MANILA OBSERVATORY,
October 19th, 3.30 p.m.

Depression Z. of South Luzon.

October 21st, 9.30 a.m.

Depression has been almost stationary S.E. of Manila, and is probably filling up at present.

LOCAL AND GENERAL.

NINE SAMPLES OF RICE examined by the Government Analyst, have been found to be of good quality and free from the plague bacillus, or other harmful micro-organisms.

18 our Acting Attorney General an Irishman? It certainly sounded like it this morning in the Supreme Court when he said: "The Chinaman was asleep on the beach when he saw the ten robbers about midnight."

HIS EXCELLENCY the Governor of Macao has been staying at the Hongkong Hotel since Saturday and returned to his pretty little township this morning after a private visit from Sir Henry Blake.

THE TSIN WAN PADDI CROP is looking particularly well and the pineapple plantations in this very fertile little valley are flourishing and growing larger day by day. The pineapple industry ought to become quite an important one shortly. Pineapple planting is also under way on Chung Hue.

KOWLOONITES will be pleased to hear that nobody may recklessly beat gongs, or drums, play the Chinese reed pipe, let off fireworks or hold processions south of a line drawn from the Southern corner of the Glass Works to the East end of Fifth Street. Anyone making a "joyful noise" within the prescribed area is subject to divers pains and penalties, *vide* *Gazette*.

WE almost detected politeness in a ricksha coolie this morning, and as it is an impossibility for it to be inherent we think the police must have instructions to look after these gentlemen a little more closely. We are satisfied that any one writing exactly and fully of any insult to the Captain Superintendent will be doing a public service, and the matter will receive that attention and the writer that courtesy that the public have so long been strangers to.

DEATHS registered in the Colony during the month ended 30th ulto, numbered 552. Of these 19 occurred in the British and Foreign Civil community, 6 in the Army, and 5 in the Navy. The Govt. Civil Hospital had 13 deaths, the Tung Wa 37, the Mortuary 25, Italian Convent 33, French Convent 101 and the Alice and Netherlands Hospitals 6. The death rate for the Foreign community was 24.4 per 1000 per annum, and for the whole population 22.9.

THE CHOWFA steamship, belonging to Messrs. Butterfield and Swire, entered the harbour last night in a very damaged condition having encountered a typhoon while proceeding from Bangkok to Swatow. Having used nearly all her coal she was obliged to put in to Hongkong, and when she entered it was seen that as a result of the typhoon, her saloon was smashed and a large portion of the deck broken in. She lost a boat and broke another that was lying alongside.

MONSIEUR HENRI GILBERT reached Hongkong this morning by the S.S. *Guthrie* on his way round the world.—Mons. Gilbert for a wager has agreed to walk round the universe and has already completed some thousands of miles. The gentleman himself seems none the worse for it, and we doubt if the world is any the better. Walking is a fine exercise but what is the matter with our new black tickshas, and if Mons. Gilbert will take advice he also take a steamer because in walking through China he might reach eternity before he did Peking.

A FORTNIGHT AGO we predicted that Queens Road in front of the barracks was being repaired in a manner that showed a want of knowledge on the part of the P.W.D. coupled with a disregard for the ratepayers' money. It has only been done about a fortnight and already presents the appearance of a disused brickfield. Why do not the P.W.D. own up and acknowledge they cannot make a road? Pender Street is having metal and mud put down without the under surface being picked up to there is no binding, and it will be as bad as ever after the first rains.

COTTAM & CO. for the LATEST SHAPE in SOFT FELT HATS.

COTTAM & CO. for EVENING DRESS SHIRTS.

COTTAM & CO. for SILK SOCKS and PANTS.

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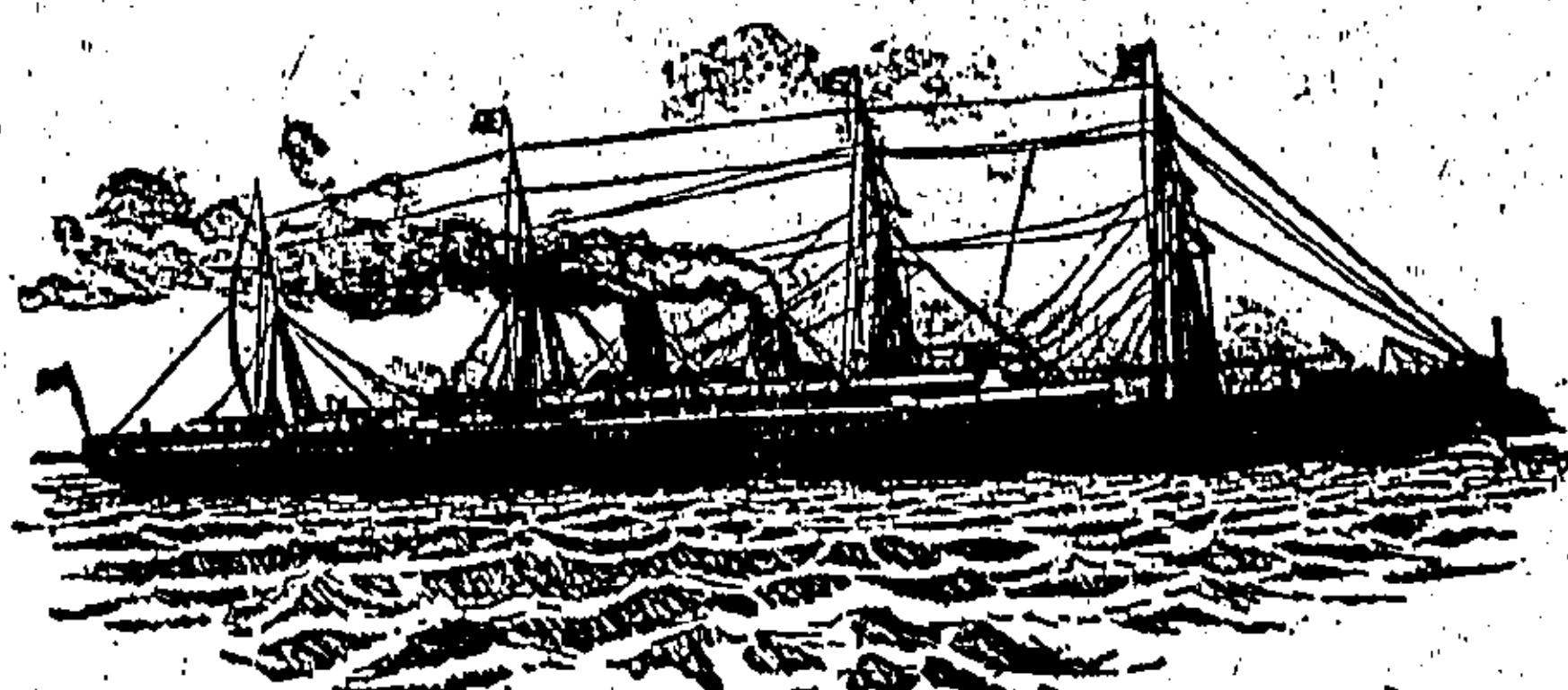
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COTTAM & CO. for SILK SOCKS and PANTS.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"DORIC"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th Nov., at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.
"GAELIC"	SATURDAY, 14th December, at Noon.
"CHINA"	TUESDAY, 31st December, at Noon.

THE O. & A. Company's Steamship "DORIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 29th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States and Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS. Special rates (first-class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received at the office on the day previous to sailing. Parcel Packages will be received at the office on the day previous to sailing. All Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

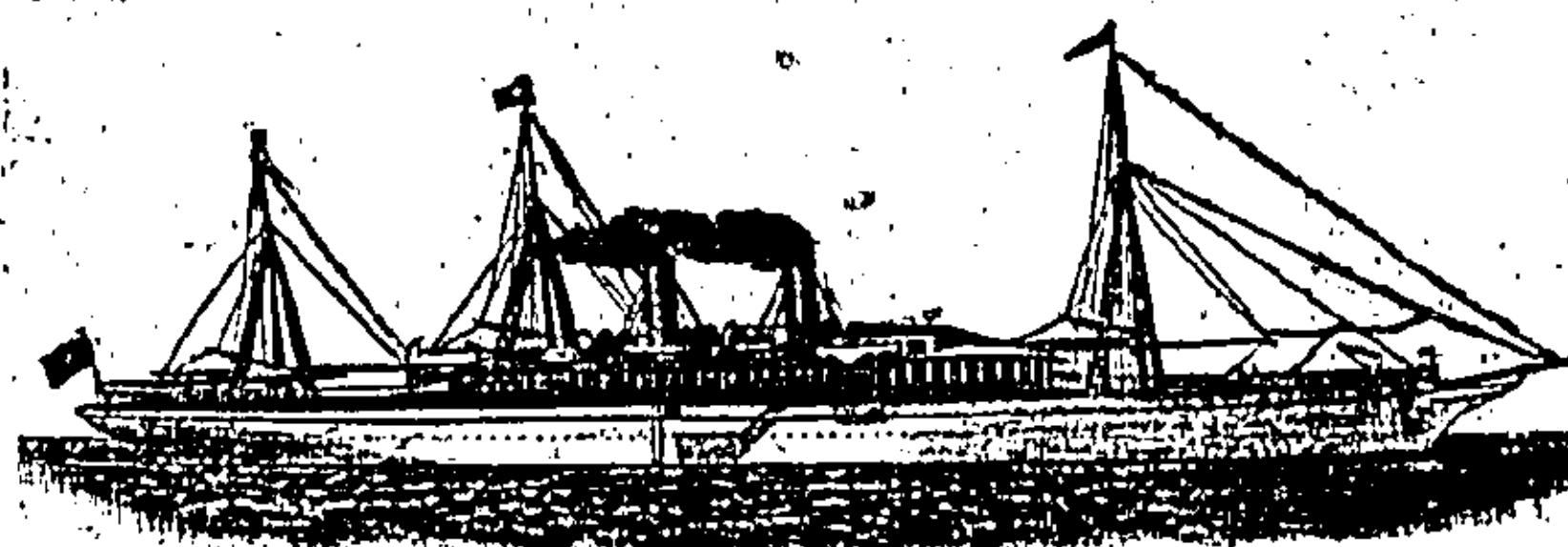
Merchants' Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100 U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 21st October, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.
EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 18th December.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide, Booklets, Rates of Passage, &c., apply to B. E. BROWN, General Agent, Pender's Street.

Hongkong, 30th September, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES	Freight
BAMBERG	HAVRE and HAMBURG	2nd Nov.	Freight.
Zurhosen	(Calling at SINGAPORE and COLOMBO)		
SEGOVIA	HAVRE, BREMEN and HAMBURG	16th Nov.	Freight.
Fuerst	(Calling at SINGAPORE and PENANG)		
MARBURG	HAVRE and HAMBURG	30th Nov.	Freight.
Zacharias	(Calling at SINGAPORE and COLOMBO)		
SUEVIA	HAVRE and HAMBURG	14th Dec.	Freight.
Borck	(Calling at SINGAPORE and PENANG)		
NUERNBERG	HAVRE and HAMBURG	28th Dec.	Freight.
Meyer	(Calling at SINGAPORE and COLOMBO)		
SERBIA	HAVRE and HAMBURG	11th Jan.	Freight.
Brahmer	(Calling at SINGAPORE and PENANG)		

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 10th October, 1901.

Insurances.

THE EQUITABLE SURPLUS.

is a mighty anchor that guarantees the security of every Equitable contract—£13,778,577— the largest surplus fund ever accumulated for the benefit of policy holders— Could you have a better guarantee back of the policies that are going to mature, 10, 15, 20 years hence?

The Equitable Life Assurance Society, F. KIENE, Manager, Hongkong.

Hongkong, 8th October, 1901.

"L'UNION" FIRE INSURANCE COMPANY, LD. (Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates. Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 5th July, 1901.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co., Hongkong, 28th May, 1898.

Notice of Firm.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

M. R. WILLIAM BASIL DIXON has This Day ASSUMED CHARGE as CHIEF MANAGER.

By Order of the Board of Directors, R. SHEWAN, Chairman.

Hongkong, 27th September, 1901.

To be Let.

TO LET, SIX SEMI-EUROPEAN HOUSES, Nos. 20/25, PO HING FONG. Apply to CHAU CHEUK FAN, No. 8, Queen's Road West.

Hongkong, 16th October, 1901.

TO LET.

GODOWN—No. 54, DUDDELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901.

TO LET.

TWELVE EUROPEAN HOUSES; Nos. 14, 18, 21, 26, 28, 30, 34, 36, 38, 42, 44 and 46, LEIGHTON HILL ROAD.

Apply to THE HONGKONG & KOWLOON LAND & LOAN CO., LD.

No. 8, Queen's Road West, Hongkong, 4th October, 1901.

TO LET.

A HOUSE in RIFON TERRACE.

Apply to "THE RETREAT," MOUNT KECLETT.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901.

TO LET.

NOS. 3 and 6, ORMSBY TERRACE, KOWLOON.—Immediately.

Apply to FUN HUNG, 85, Queen's Road Central.

Hongkong, 5th October, 1901.

TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD.

Apply to SANG KEE, 208, Des Voeux Road Central.

Hongkong, 5th September, 1901.

TO LET.

NO. 1, STEWART TERRACE—THE PEARL.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901.

For Sale.

JUST UNPACKED.

A LARGE ASSORTMENT OF RAPHAEL TUCKS CHRISTMAS, NEW YEAR and BIRTHDAY CARDS.

LATEST DESIGNS.

CAMPBELL, MOORE & CO., LIMITED, Hongkong, 16th October, 1901.

FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects. For List, apply C/o The Hongkong Telegraph.

Hongkong, 10th August, 1901.

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS. Three years old, in Excellent Condition. For Price, &c., apply to THE ROBINSON PIANO CO.

Hongkong, 27th May, 1901.

NORTHERN NEWS.

(From Our Own Correspondent.)

TIENTSIN, October 7th.

THE LATE MR. FRANCIS, K.C. Much regret was felt here at the news of the death of Mr. J. J. Francis, K.C., whose name was held in great admiration and respect in the North, as well it might be. Not only his remarkable career but the brilliancy of his ability which seemed to brighten as the years advanced, "compelled an admiring attention throughout China, and we can well understand how greatly his loss will be felt in Hongkong circles.

LEGAL VISITORS.

Tientsin is just now literally bristling with legal visitors, we have Chief Justice Wilkinson from Shanghai who came up specially to try certain cases: W. V. Drummond from Shanghai, who with his family is on a visit to Peking; Mr. Morgan Phillips, also of the Southern Port, who is to represent some of the leading "claims"; Mr. Allen, the American lawyer whose movements are not quite certain, and Mr. Kent, who has come out to join Mr. Tames who was formerly professor of law in Dr. Tenny's university, but who is now intending, I believe, to enter into regular practice here. Tientsin formerly was innocent alike of lawyer and lawsuits, as it was innocent of many other things. But times change, and the promise of the future is endless litigation.

THE COURT.

There is very little doing up here just now. The Court is moving to Kaichengfu for the winter and it would not surprise me if some fine day we did not hear that the condition of its return to Peking is the surrender of Tientsin City! We have given over the Palaces and cleared out all but the Legation guards, and are keeping just a sufficient force here to distinguish this in some degree from ordinary winters. But the Court is so nearer performing its part, and the next thing we shall find is another barefaced demand to which we probably weakly, or "graciously" yield! Britishers make a manful effort to choke back their impatience, and indignation by a respectful and patriotic contemplation of "Imperial interests," but there are times when the *raison d'être* for being eternally sacrificed to those interests is strained to breaking-point.

THE CLAIMS.

The hearing of the "commercial, or, as they are called, the Comprodeor claims has been fraught with deepest interest here, and we may be sure we have not heard the last of them yet. It was these claims more particularly which brought into bold relief the extremely casual nature of the provisions for compensation allowed by our Ministers in Peking. In the first place the rules by which the Commissioner is bound were drawn up by a Committee of four Ministers representing the Powers least interested and concerned in the commercial outcome of last year's trouble, and though the rules were approved by the rest of the diplomatic body, it is distinctly open to question whether, if the British Minister had been one of the compilers he would not have taken some measure to obviate a reading which will be almost fatal to British interests now established in North China. If he would not, then it is very evident he is not familiar with the conditions under which British trade is conducted here. By these rules, while cargo which was actually looted on its way here is admitted as a claim, money expended by the Comprodeor of a firm, through the agents of that firm in the interior, who transact business entered in that firm's name, and whose value in goods has not been received in consequence of the trouble is disallowed, although it was clearly shown that it was due to those agents' being in foreign employ, that the delivery was not made, and also shown that apart from the foreigner the Comprodeor could not have carried on his business. It can be seen at a glance that Comprodeor's deprived of protection and right of recovery this way will demand an entire readjustment of their relations with foreigners; and the contention moreover that it is Chinese and not foreign capital lost is a short-sighted quibble. It is the system on which British trade has been built up, and it is a legitimate system, and the Ministers cannot sweep it away without very serious results. I believe a strong representation is to be made to Sir Ernest Satow on the subject in the hope of getting the rules modified.

THE BRITISH MINISTER.

Sir Ernest Satow came down from Peking a few days ago, and went with General Creagh to Shanhai-Kuan, probably to inspect the winter preparations and I believe also the Tongshan mines. The pitched battle which has been going on between General Creagh and the Foreign Office in regard to the retention of the 3rd Bombay Cavalry, and certain other forces, the R. H. Artillery and R. F. Artillery, for the winter has ended in defeat after all, as I hear to-day that they are definitely to go. It is a mistake.

BUILDING.

Building is going on apace here and yet there is not a house to be had. Long before the roofs are on they are let at almost any rent, and the days of cheap living are no more. We should like to see some rows of 500 houses with a bit of ground being put up. There is plenty of room for them, but \$70 houses with no ground at all appear to be the order of the day.

OUR LONDON LETTER.

(From our own Correspondent.)

LONDON, September 20th.

THE LATE PRESIDENT MCKINLEY. Within the precincts of the grey old Abbey, where lie so many of our own illustrious dead, a vast congregation was assembled yesterday to pay the final tribute of respect to the great Statesman of another land, and to offer to the

GIRAULT, WINE and SPIRIT MERCHANT.

friendly nation of which he was Chief Magistrate a token of sincere British sympathy. At an early hour the seats open to the general public were filled with black-robed people, and many had to be turned away for want of space. The choir, transepts, and part of the nave were reserved for the Royal representatives, Diplomatic Corps, and other distinguished persons. Mr. Choate occupying the stall of honour on the north side, while the Lord Steward, representing the King, took the corresponding seat on the south side.

At half-past eleven, the stillness of the Church was broken by the first (throbbing note of the minute bell, and almost immediately afterwards the organ added its strain of regret in Tchaikowsky's "Marche Funèbre." The congregation listened with that air of reverence instinctively assumed by all, who "watch where one is lying dead," but when the music presently changed to the wailing anguish of Chopin's Funeral March, a perceptible wave of recollection passed over those present. By some mysterious unspoken means, each man knew the thoughts of his fellow, and grasped the deeper meaning of that indescribable feeling of tension which passed over the Assembly. Before our minds there rose again, the vision of a simple gun carriage, a white-palleted casket, surmounted with a jewelled crown—the final passing of a great Queen through the ranks of her mourning people. To all of British race, who watched in the purple-draped streets of London on that dull February morning eight months ago, this memory is inseparably connected with the sobbing notes of Chopin. So it came about that a tender sympathy for the bereaved, and a finer regret for the dead President entered into the hearts of the assembly at Westminster, the regret and the sympathy of personal knowledge.

With the final chords the procession of clergy, reached the altar, and the opening sentences of the Burial Service were beautifully sung by the choir. Immediately afterwards Mr. McKimley's favourite hymn, "Nearer my God to Thee," was rendered, to the old English tune, which seemed unfamiliar to the greater part of the Americans present. The Psalm and Lesson came next, the latter read by the aged Dean, and then followed Sullivan's anthem, "Yea, though I walk," the treble solo by the same exquisite boy voice, which took part in the "Lie still, Beloved," sung for the Queen, the "Sunday after her death. Silent prayer was then offered by the whole congregation for the perfecting in the 'Unseen, of that heroic spirit, in whose honour and memory' the service was held; and for his bereaved family and nation. The stillness was impressive, the more so that one was all the time conscious of the presence of numbers. "Blessed are the dead," the usual prayers, and as final anthem Spohr's "Blest are the departed," concluded the service. After the benediction the "Dead March in Saul" was given by the organ, the congregation upstanding. There were several other Memorial Services and many signs of mourning in all parts of London.

THE GRIMSBY TROUBLE.

has entered on a new phase, and serious rioting took place yesterday. This is the more regrettable, in that throughout the protracted struggle, the men have hitherto behaved in so orderly a manner, thus earning the respect and sympathy of that part of the public which is indifferent, or even opposed to their views. The disturbance yesterday was not apparently of a premeditated kind, but rather due to the irresponsible action of a party of youths, but the results were equally unfortunate. The Offices of the Federated owners were wrecked, the papers and documents destroyed, and the persons of officials threatened with violence. The arrival of the County Constabulary put an end to a situation which was fast becoming critical. The police handled the crowd with exemplary tact and patience, and succeeded in dispersing the malcontents without resorting to extreme measures. Nevertheless a gun-boat has been telegraphed for and soldiers at the nearest military station are kept ready to entrain at any moment, should there be a recurrence of the disorder. The distress at Grimsby is very acute, and the men show signs of wavering, towards which end moral pressure is being brought to bear upon them; for the other inhabitants of Grimsby are very anxious respecting the transfer of trawlers to the Norwegian flag, which, if extended to include many more vessels, will ruin the town as a whole, hardly less than the fisherfolk themselves. The disturbance yesterday will probably stiffen the backs of the owners, and materially improve their position in the public eye. Private charity is doing all that is possible to relieve the condition of the women and children.

THE CZAR.

The eagerly anticipated reception of the Czar by the French Navy was distinctly marred by the churlishness of the English Channel—another instance of "perfidie Albion." President Loubet and his ministers, who nearly all succumbed at intervals to the unrehearsed performance of the choppy sea, were able to appear, a pale and subdued group, on the deck of the *Caïn* as she came up with the Imperial yacht *Standart*. After the usual exchange of courtesies, the distinguished party steamed towards the lines of the French fleet, the Czar, who is at the best of times a poor sailor, putting in an appearance on the bridge for part of the review only. The French ships did not impress English critics very favourably; they are described with practical unanimity, as in need of a good scrubbing and a coat of paint. The cheering of the crews was feeble, but surrounded by "were calculated to damp enthusiasm. When at length a landing was effected, and the company sat down, very late, to the magnificent lunch prepared, it was found that one sauce only was absent from the feast provided by the chef—the sauce of appetite! At the table where the President entertained his Imperial guests and immediate suites, high politics gave place to a languid discussion of

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"the worst sex experience" of their Majesties' lives, the while host and visitors alike dallied with dainty vands for which they could find no use. The humorous side of the pageant naturally strikes the onlooker most, but it is impossible not to sympathise with the French authorities and people in the disappointing realization of their preparations.

The admission that we are committed to another six months' strife and confusion in

SOUTH AFRICA.

has created very little stir. A certain apathy has stolen over the taxpayer, an apathy, very far removed from weakening of intention, but which leaves no room for an intelligent interest in campaign details, such as used to be evinced by practically every member of the community. The intimation—not yet officially confirmed—that the farms of all non-sundered Boers are to be forthwith sold by auction and the proceeds devoted to the maintenance of the concentration camps, has received with great satisfaction; which, however, the egregious jeremiads of the Pro-Boer Press may by and bye quicken into emphatic expressions of approval. The failure of Lord Kitchener's last proclamation was anticipated from the first, and there is a general feeling that, on the whole, it is as well, or better, that De La Rye, De Wet, Reitz, Steyn and the rest should have made it impossible that they should live in South Africa when normal times return. They would have been a source of anxiety and weakness for years to come, and a centre for disaffection. Beyond the sea they will be no trouble to the Government.

At one of the final meetings of the

BRITISH ASSOCIATION.

The Bishop of Hereford entered a timely and eloquent protest against the tendency of early specialisation, which is destroying education in England. Entrance and Scholarship examinations in the public schools compel the masters of preparatory institutions to start specialising with little boys of nine and ten, in those subjects which will give them good marks in the competition, and the process is continued right through school and University life.

"Dare I say it?" asked the Speaker, "but I have known mathematical honours awarded to people who were wholly destitute of a liberal education." In Germany no boy under sixteen specialises at all. He is taught Classics and Mathematics, but not gorged with those subjects, and on the groundwork of a sound general education, which includes a knowledge of contemporary and national history, general geography and elementary science, he is then permitted to build up the intellectual edifice for which his life circumstances are best suited. No one could wish the practice of German education to take the place of those ancient foundations which have been the Alma Mater of so many Englishmen, whose names are still the country's boast, but the principle underlying it, might, if adopted, save our young manhood from the obligation so generally incurred, of beginning practical education when school days are over, and when the youth of other nations are already starting in life. English parents recognize the importance of developing every part of a child's body in its early malleable years. They do not sacrifice the arms to the legs, or the back to either, and so with the internal organs, each one receives attention. Why not apply the same reasoning to the delicate, unformed brain, and by giving every part of it due consideration and exercise strengthen and improve the quality of the whole?

This particular illustration did not occur in the debate of the British Association, but it represents the trend of the speakers' reasoning. The New Education Section has proved a most valuable addition to the general work of the Society, whose re-union ends to-day.

MR. MACLAREN'S CRICKET TEAM.

leaves for the Antipodes, next week, it consists of the following fourteen members—A. A. MacLaren, G. L. Jessop, A. O. Jones, C. McGahey, H. G. Garnett, C. Robson, Hayward, Tyldesley, Gunn, (J.) Quaife, (W. G.) Lilly, Braund, Blythe and Barnes. The team is unfavourably criticised. Mr. MacLaren is of course, not responsible for several of the omissions, Fry, Ranjiv, Playfair, Hirst and Rhodes were all invited, but for one reason or another could not accept, but the inclusion of Barnes, who has only taken six wickets in first class cricket—of Robson, whose performance has never been remarkable, and this season, hardly more than respectable, affords opening for legitimate comment, even if all the remainder be pasted as a moderately reasonable selection. Again the cricket world is asking why Mead, who next to Hirst and Rhodes was the most successful bowler of the season, is left out. With regard to the Yorkshiremen, Lord Hawke publicly states the reason that they are not permitted to go, to be one of terms. The Melbourne Club which paid Richardson in Stoddart's team £500, only offers Hirst and Rhodes £300 each. This Yorkshire Committee consider, insufficient, especially in view of the fact that the Colonials cleared about £600 apiece, when they were over on the last trip. Lord Hawke, however, personally disapproves of a scratch team going to Australia at all. He holds that the proper thing to do was to wait till next year, when the M. C. C. would have despatched a really representative all-England eleven, and this probably has a good deal to do with the attitude of the Yorkshire Committee.

MR. DADABHAI NACROJI.

formerly M. P. for Finsbury, has just published a somewhat remarkable book entitled "Poverty and un-British Rule in India," which paints the condition of our great Dependency, in very black colours. English people are accustomed to believe that, apart from famine periods, the native of India is fairly prosperous and content under our beneficent rule, and relying on this assumption, but little trouble is usually taken

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Consignees.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

S.S. "KIAUTSCHOU" of the HAMBURG-AMERICA LINE, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 P.M., TO-DAY, the 19th instant.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 21st instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 22nd instant, and THURSDAY, the 24th instant, at 9.30 A.M. All Claims must reach us before the 3rd November, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.

Hongkong, 19th October, 1901. [22]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "DORIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 18th October, 1901. [2]

FROM HAMBURG, ANTWERP, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"MARBURG."

Captain Zachariae, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 19th October, 1901. [1135c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 23rd instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected by Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 19th October, 1901. [1135c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAPAN."

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 25th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,
Superintendent.

Hongkong, 19th October, 1901. [4]

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"PEMBROKESHIRE."

Captain Kennedy, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th instant, at 2.30 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 19th October, 1901. [1137c]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL
SAMARANG and SOURABAYA	"DEVONSHIRE"	22nd instant.
TIENTSIN	"PAKHOI"	22nd instant.
AMOI and MANILA	"SUNGKIANG"	24th instant.
TIENTSIN	"KUNYANG"	24th instant.
MANILA	"KUNYANG"	24th instant.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	12th November.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS.	DUE
GLASGOW and LIVERPOOL	"MAHAON"	25th October.
"	"PROMETHEUS"	28th "
"	"ACHILLES"	5th November.
"	"GLAUCUS"	15th "
"	"IXION"	21st "

HOMEWARDS.

FOR LONDON.

"CALCHAS"	29th Oct., 1901.
"NESTOR"	12th Nov., "
"MAHAON"	26th "
"ACHILLES"	10th Dec., "

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

"DARDANUS" 15th Nov., 1901.
"IXION" 15th Dec., "

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOI and FOCHOW.

THE Company's Steamship

"HAICHING."

Captain Davis, will be despatched for the above Ports, TO-MORROW, the 22nd instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS, LARRAIK & Co.,
General Managers.

Hongkong, 21st October, 1901. [1120c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOCHOW VIA SWATOW AND AMOI.

THE Company's Steamship

"ANPING MARU."

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 23rd instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 9th October, 1901. [321c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

CALLING AT TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"AUSTRALIAN."

Captain Helms, will be despatched for the above PORT, on THURSDAY, the 24th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

M/R.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 4th October, 1901. [1091c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG."

Captain Tadd, will be despatched for the above PORT, on FRIDAY, the 25th instant, at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 19th October, 1901. [1138c]

NIPPON YUSEN KAISHA, LIMITED.

FOR MANILA.

THE Company's Screw Steamship

"YAWATA MARU."

(3,873 Tons Gross, Captain A. E. Moses) will be despatched for the above Port, on FRIDAY, the 25th instant, at 4 P.M.

This New Mail Steamer is specially constructed for service in the Tropics, and is provided with superior accommodation, and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to

A. S. MIHARA,
Manager.

Hongkong, 16th October, 1901. [1127c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING VIA SWATOW AND AMOI.

THE Company's Steamship

"MAIDZURU MARU."

Captain T. Saito, will be despatched for the above Ports, on WEDNESDAY, the 30th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 16th October, 1901. [1236c]

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ADANA."

will be despatched for the above Port on or about the 5th November.

To be followed by the Steamship

"ASAMA" on or about 15th December.

For Freight, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 19th October, 1901. [1109c]

Intimations.

C. E. WARREN, BUILDING CONTRACTOR, WYNDHAM STREET (Opposite to the CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED AND FIXED. DRAINS, TRAPS, WASTE PIPES, &c. CLEANSED AND RE-PAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [558c]

JUST RECEIVED.

FIRST SEASON'S CONSIGNMENT

AMERICAN ASPARAGUS & DESSERT FRUITS, ALL KINDS.

Apply to

G. GIRAULT.

Hongkong, 20th August, 1901. [667c]

HONG SING,

8, Beaconsfield Arcade.

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks. Complete Gentlemen's Outfitting. Hongkong, 30th August, 1901. [660c]

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

THE SALARIES QUESTION.

SIR,—With reference to your article of the 18th instant, re "Salaries for Subordinate Officers," I think the least thing that could be done would be to give the remaining three departments their increase of pay, as they are put to more expense than any other department—for instance the Police and Gaol have free quarters, fuel and light, servants, etc., and these could not be obtained in the Colony for \$60 per month and be comfortable.

The single man has no expenditure, as he can join with a suit of clothes on his back, being provided with bedding, clothing, and boots; washing being done at a very reasonable rate.

Yours faithfully,

ONE OF THEM.

Hongkong, October 21st, 1901.

QUEEN VICTORIA MEMORIAL FUND.

CHINESE SUBSCRIPTION LIST.

Already acknowledged, \$33,355

Chung Shun	50
Kwong Fook Hing	30
Kwong Hop	20
Yuk Wah	20
Tung On	20
Wing Sun	20
Tai Jeong	10
Tung Chau	10
Wing Cheung Chan	10
Tai Hing	10
Tai Yick	10
Wing Cheung	10
Tung Cheung	10
Kwong Tack	10
Kam Jeong	10
Tai Man	10
Wing Tsui Shing	10
Hang Shung	10
Sing Loong	10
Wing Loong	10
Shun Fat	5
Tai Tack	3
Other subscriptions	49
Fook Yuen	30
Man Cheung Tong	25
Man On Tong	20
Shan Cho Tong	20
Man Cho Tong	20
Po On Tai	20
Tin Wo Tong	20
Mow Shang Tong	10
Wing On Cheung	10
Kwong On Wo	10
Kwong On Cheung	10
Pak Wo Tong	10
Kwong On Cheung	10
Man Yick Tong	10
Pak Cho Tong	10
Hang Cheung Tai	10
Po Tai Wo	10
Tak On Cheung	10
Wing On Tong	10
Hang Tai Cheung	10
Wing On Cheung	10
Yau On Tong	5
Fou Yick Wo	5
Hang Loong Tong	5
Man Shing Wo	5
Kwong Cheung Tai	5
Man Wo Cheung	5
Wing Kat On	5
Yee Yick	40
Yee Wo	30
Kwong Hing	30
Mow Yuen	25
Tai Yick	25
Kwong Yee	20
Him Wo	20
Fung Shing Loong	20
Kwong Yuen	15
Cheung Hing	15
Sui Yick	10
Tau Fung	10
Nam Shing	10
Yu Fung	10
Tau Fat	10
Cheung On	10
On Wo	10
Wing Loong	10
Ming Fat	10
Sui Kee	10
Kwong Sang	10
Kwong Yick	10
Fung Yick	10
Tau Mow	10
Mow Fung	10
Kwong Lee	10
Yick Cheung	10
Loong Shing	10
Yick Shing	10
Fai Yick	10

Total \$38,007

SHIPPING REPORTS.

Capt. J. U. Gordon, of the steamship *Feiching*, from Shanghai, reports—Strong North to N.E. winds and fine.

Captain Ohberich, of the steamship *Thea*, from Chefoo, reports—Heavy storm from N.E. all along the voyage.

Captain Fujita, of the steamship *Shakano Maru*, from Moji, reports—Fresh N.E. breeze with high sea.

Captain Peart, of the steamship *Ness*, from Moji, reports—Strong N.E. winds and high following sea.

Captain Moore, of the steamship *Sungkiang*, from Manila, reports—Strong monsoon and high sea from leaving up to arrival.

Capt. W. Robb, of the steamship *Wuhu*, from Newchwang and Chefoo, reports—Strong N.E. winds and sea, and clear weather throughout.

Capt. A. Dixon, of the steamship *Tacoma*, from Shanghai, reports—Strong North and N.E. winds, and rough following sea, weather fine and clear.

Capt. E. Robertson, of the steamship *Milacra*, from Kutchinotzu, reports—Fresh N.E. gale and high sea to Turnabout, moderating to Breaker Point, thence fresh winds and fine weather to port.

Captain G. H. C. Weston, of the steamship *Sumatra*, from Calcutta, reports—Fine weather. On the 16th inst. passed a *Caribbea* from Hongkong to Calcutta in Lat. 4° 45' N. and Long. 106° 15' E. and a.s. *Palawan* from Hongkong to Singapore.

Captain McArthur, of the steamship *Guthrie*, from Australia, reports—Left Melbourne Sept. 14th, experiencing a thoroughly fine weather trip until reaching Manila. After leaving there met strong northerly gale with high pyramidal sea. Breaking over the vessel with considerable violence and drenching her from stem to stern. This probably caused through crossing track of recent typhoon. Bar remained steady at 29.90. The swell continued until reaching this port, and is violent approaching Chinese coast.

Shipping.

Arrivals.

LAOS, French steamer, 2,331, F. Riquier, 19th Oct., Yokohama 19th Oct., Mails and General.—Messageries Maritimes.

PEMBROKESHIRE, British steamer, 2,763, J. Kennedy, 19th Oct., Singapore 11th Oct., General.—Shewan, Tomes & Co.

DECEMBER, French gunboat, 640, Leamecy, 20th Oct., Fagoda 18th Oct.

CASSIUS, German steamer, 1,460, T. Gerlach, 20th Oct., Saigon 12th Oct., Rice.—Lau, Wegener & Co.

FEICHING, British steamer, 980, J. U. Gordon, 20th Oct., Shanghai 17th Oct., General.—C. M. S. N. Co.

WUHU, British steamer, 1,250, W. Robb, 20th Oct., Newchwang 13th Oct., and Chefoo 15th, Peas, Oil and General.—Butterfield & Swire.

ASTREA, British cruiser, 4,300, C. J. Baker, 20th Oct., Amoy 19th Oct.

GEORGE T. HAY, British ship, 1,847, E. Spice, 20th Oct., Cebu 8th Oct., Ballast.—Arnhold, Karberg & Co.

ANNAM, French steamer, 2,338, M. Sellier, 21st Oct., Marseilles 22nd Sept., and Saigon 18th Oct., Mails and General.—Messageries Maritimes.

SUMATRA, British transport, 2,976, G. H. C. Weston, R.N.R., 20th Oct., Calcutta 9th October.

TRYM, Norwegian steamer, 710, Hans Dall, 20th Oct., Amoy 19th Oct., Ballast.—A. R. Marty.

CHINA, German steamer, 1,113, E. Krubbe, 20th Oct., Manila 17th Oct., Ballast.—E. A. Trading Co.

CHOWFA, German steamer, 1,055, A. Musing, 20th Oct., Koh-sei-chang 11th Oct., Rice and Wood.—Butterfield & Swire.

NESS, British steamer, 1,663, W. Peart, 21st Oct., Moji 16th Oct., Coal.—Mitsui Bussan Kaisha.

SUNGKIANG, British steamer, 1,021, S. W. Moore, 21st Oct., Manila 18th October, General.—Butterfield & Swire.

GUTHRIE, British steamer, 2,500, W. G. McArthur, 21st Oct., Australia 14th Sept., General.—Gibb, Livingston & Co.

SHAKANO MARU, Japanese steamer, 2,063, S. Fujita, 21st Oct., Moji 15th Oct., Coal and Cokes.—Order.

TACOMA, American steamer, 1,689, A. Dixon, 21st Oct., Tacoma via Ports 14th Aug., General.—Dodwell & Co., Ld.

ALSACRAIG, British steamer, 2,166, E. Robertson, 21st Oct., Kachintoo 15th Oct., Coal and General.—Mitsui Bussan Kaisha.

TOSA MARU, Japanese steamer, 2,610, S. J. G. Parsons, 21st Oct., Seattle via Shanghai 18th Oct., Flour and General.—Nippon Yusen Kaisha.

THEA, German steamer, 933, Oberherr, 21st Oct., Chefoo 16th Oct., General.—Jehsen & Co.

HINO MARU, Japanese steamer, 1,097, B. Nakano, 21st Oct., Canton 21st Oct., General.—Chinese.

NOTANDA

CALENDAR

OCTOBER.
Meteorological means based on fifteen years' observations to 1898.
 Barometer.....29.982
 Thermometer.....76.2
 Humidity.....71
 Rainfall.....5.794

TO-DAY.
WEATHER REPORT.
 On date at 10 a.m. On date at 4 p.m.
 Barometer.....30.05 29.97
 Temperature.....76 76
 Humidity.....57 64
 Rainfall.....none

TO-DAY.
 Monday, 21st October, 1901.
 Chinese—10th of 9th moon of 27th year of Kwang-su.
 Sun—Rises.....6hr. 0min.
 Sets.....5hr. 30min.
 Moon—First quarter 1hr. 3min. a.m.
 High water—Morning.....1hr. 4min.
 Afternoon.....none
 Low water—Morning.....10hr. 0min.
 Afternoon.....none
ANNIVERSARIES.
 1805—Battle of Trafalgar.
 1861—Evacuation of Canton by the British forces.
 1877—The Shanghai and Woosung railway closed by the Chinese Government.
 1897—The British Government informed the United States that they would not open the Indian Mint.

TO-MORROW.
 Tuesday, 22nd October, 1901.
 Chinese—11th of 9th moon of 27th year of Kwang-su.
 Sun—Rises.....6hr. 1min.
 Sets.....5hr. 30min.
 Moon—First quarter 1hr. 3min. a.m.
 High water—Morning.....1hr. 4min.
 Afternoon.....none
 Low water—Morning.....10hr. 0min.
 Afternoon.....none
ANNIVERSARIES.
 1862—Insurrection in Greece; King Otto deposed.
 1869—Prince Alfred arrived at Shanghai.
 1871—Sir R. Marchion died.
 1875—Cosmopolitan Dock opened.
 1877—Mr. O. B. Bradford, U.S. Vice-Consul-General at Shanghai, found guilty of breach of trust in opening letters, and sentenced to fine and imprisonment.
 1887—Neutralization of the Suez Canal. Death at Saigon, of M. Philippin, Governor of Cochinchina.
 1896—Suspicious death of Mr. W. R. A. Carey, Yokohama. Pinnal attack on a fishing boat near Green Island; one man killed.

AGENDA

TO-MORROW.
 5.30 p.m.—Organ recital in the Union church by Mr. George Grimble.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information.

August 30th.
 Captain W. Passmore has taken over the command of the *Hainan*.
 Mr. Walters has joined the *Hainan* as 3rd engineer.

September 11th.
 The officers of the *Florida* (Capt. F. Eichbaum) are:—chief officer W. Schanke, 2nd E. Lehmann, chief engineer M. Biese, and C. Petersen, 3rd H. Brandt, assistant engineer, H. Dittmann.

September 20th.
 Mr. D. Bowie is acting 2nd officer of the *Italian* vice Mr. Short on leave.
 Mr. Attwood has joined the same ship as 3rd officer.

September 23rd.
 The officers of the s.s. *Diamante* (Capt. Rattenbury) are:—chief officer A. J. Motley, and A. Fraser, 3rd F. M. Turner, chief engineer J. Hill, and J. Potts, 3rd D. Wilson, doctor S. Castro.

October 10th.
 The officers of the s.s. *Catherine Apcar* are:—Capt. S. H. Belson, chief officer A. Buchanan, 2nd officer A. Gillan, 3rd officer R. W. Taylor, Purser W. J. Edwards, chief engineer P. S. Lawrie, 2nd engineer T. T. Barrie, 3rd engineer W. Park, 4th engineer W. Marz.

The officers of the s.s. *Yuen Sang* are:—Capt. P. H. Rolfe, chief officer C. E. McIlson, and officer H. Herbert, 3rd officer R. L. Shreffell.

October 14th.
 The officers of the s.s. *Pentakota*, Captain Parsons, are:—1st mate J. C. Keerham, Lieut. R.N.R., and mate J. H. Galgry, 3rd mate N. de Courcy Hardwick, 4th mate J. Wilkinson, 1st engineer A. Shaw, and engineer F. Spotswood, 3rd engineer R. Rignier, 4th engineer P. Christie, 5th engineer F. McColligan.

October 19th.
 The officers of the German steamer *Marburg* are:—Capt. E. Zachariae, 1st officer C. Castan, and officer H. Merkus, 3rd officer E. Sauerland, chief engineer H. Roes, 2nd engineer M. Bönig, 3rd engineer H. Tahne, 4th engineer M. Harms.

SHIPPING AND MAIL NEWS.

MAILED DUE.
 Australian (*Guthrie*) to-morrow.
 American (*Nippon Maru*) 24th instant.
 English (*Parramatta*) 25th instant.
 Indian (*Arratoon Apcar*) 26th instant.
 Canadian (*Empress of India*) 29th instant.
 German (*Sachsen*) 30th instant.
 German (*Bavaria*) 31st instant.
 American (*Peru*) 2nd prox.
 American (*Coptic*) 12th prox.

The B. & S. steamer *Koanaru* left San Francisco for this port via Mol, on 19th inst.

The B. & S. steamer *Machao* left Singapore for this port on 19th inst., at noon and may be expected here on 25th inst.

The B. & S. steamer *Prometheus* left Singapore for this port on the 20th inst., and may be expected here on 26th inst.

The D. S. S. & Co.'s steamer *Arratoon Apcar*, from Calcutta, left Singapore for this port yesterday at daylight.

The Canadian Pacific Railway Co.'s steamer *Athens* left Vancouver on the 14th inst., for Hongkong via Japan ports and Shanghai.

The Imperial German Mail steamer *Frisa* *Heinrich* which left here on the 17th ult., arrived at Genoa on Friday p.m. the 18th inst.

The N. P. S. Co.'s steamer *Duke of Fife* from Tacoma for Yokohama on the 17th inst., and that the *Silk* ex her arrived at New York on the 14th inst.

The P. & O. S. N. Co.'s steamer *Parramatta* left Singapore for this port on the 20th inst., at noon with the Outward English Mails, and is due here on the 25th inst., at about 4 p.m.

The Canadian Pacific Railway Co.'s steamer *Tartar* arrived at Shanghai at 6 a.m. on Saturday the 19th inst., and left again at 10 p.m., same day for Hongkong where she is due to arrive at noon on Tuesday the 22nd inst.

The Imperial German Mail steamer *Sachsen* left Kobe via Nagasaki, Shanghai and Foochow on Sunday p.m., the 20th inst., and may be expected here on or about Wednesday the 30th inst.

The Imperial German Mail steamer *Bavaria* carrying the German Mails with dates from Berlin of the 30th ult., left Colombo on Saturday p.m., the 19th inst., and may be expected here on or about Wednesday the 30th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.
 Canton River.....at Kowloon Dock.
 Cebu....."....."
 H.M.S. *Argonaut*....."....."
 Elcano....."....."
 Tsinan....."....."
 Emerald....."....."
 Kago-shima Maru....."....."
 Cosmopolitan....."....."

VISITORS AT THE HONGKONG HOTEL.

Anderson, Mr. W. H. Koch, Mr. W.
 Andrew, Mr. D. A. Larnar, Mr. N.
 Angus, Mrs. Little, R.E., Major
 Arnold, Mr. H. P.
 Ate, Mr. M. Mackie, Mr. Gordon
 Bailey, Mr. W. S. MacLeod, Mr. & Mrs.
 Bakewell, Mr. J. F.
 Batt, Mr. O. Marlow, Mr.
 Barlow, Mr. B. J. McLellan, Mr. and
 Barlow, Mr. F. C. Mrs. E. E.
 Bayly, Dr. H. W. Michael, Mr. S. J.
 Bell, Mr. J. T. Milton, Mr. and Mrs.
 Beringer, Dr. Nickalls, Miss D. M.
 Black, Mr. J. Oultimot, Count Y. D.
 Bonner, Mr. A. Parfitt, Mr. W.
 Brown, Major and Mrs. Pearce, Dr. W. W.
 W. B. and children Pitcher, Mr. A. J.
 Busstow, Mr. Pollak, Mr. O.
 Buttanshaw, Major. Price, Mr. H.
 Cameron, Mr. D. H. Proctor, Mr. J.
 Church, Mr. W. Radcliffe, R.E., Capt.
 Clark, Dr. Reel, Dr. L. R.
 Cole, Mr. G. E. Reid, Mr. A.
 Colson, Mr. J. S. Rigold, Miss M.
 Conely, Mr. H. E. Robertson, Mr. W. R.
 Oante, Col. Robinson, Mr. & Mrs.
 Davis, Mrs. and child. E.
 Denroche, Mr. P. C. Schouw, Mr. C.
 Devillie, Mr. Sergeant, Mr. P. W.
 Discombe, Mr. G. M. Sherman, Lieut. Com.
 Dorehill, R.A., Major F. H.
 Dunsford, Capt. & Mrs. Sidway, Mr. E.
 and child. Simonsen, Lt.-Col.
 Dyson, Major P. S. Simpson, Mr. A. E.
 Edwards, Mr. F. W. Siva, Mr. M.
 Fernald, Mr. and Mrs. Smith, Mr. T. J.
 Fisher, Mr. C. D. Smithers, Mr. R. G.
 Gibson, Mr. Kennedy. Smithers, Mr. E. A.
 Glover, Mr. C. Snowin, Mr. E. A.
 Goggin, Mr. E. Southan, Miss J.
 Grant, Mr. John. Stanford, Mrs. M.
 Hamilton, Mr. B. E. Stewart, Mr. H. A.
 Hanson, Mr. J. A. Taylor, Mr. D. G.
 Hawkins, Mr. J. A. Taylor, Mr. and Mrs. G.
 Heckford, Mr. R. G. Thistlewaite, Mr. A. R.
 Howard, Mr. Thos. Thomson, Dr. and Mrs.
 Howkins, Mr. and Mrs. J. C. and child
 H. L. Tibbey, Mr. H. M.
 Hughes, Mr. W. K. Valentine, Mr. A.
 Huke, Mr. A. N. Wakeman, Mr. G. H.
 Innes, Capt. Watts, Mr. and Mrs.
 Ireson, Miss E. Frank W.
 Irving, Mr. E. A. White, Mr. W. J. G.
 Isomura, Mr. H. Whitton, Mrs.
 Jaeger, Mr. H. Bagnall
 Johansen, Mr. and Mrs. Wild, Lieut. and Mrs.
 Joseph, Mr. and Mrs. Wootton, Mr. J. J.
 E. S. Wright, Mr. and Mrs.
 Katsch, Mr. E. A. H. Taylor
 Kiene, Mr. and Mrs. F.
 King, Major H. S.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Baulton, Mr. J. F. Marchedelli, Mrs. &
 Beattie, Mr. James. Miss
 Bonnar, Mr. W. C. Marle, Mr. Hugo
 Brown, R.E., Col. L. F. Martin, Mr. R.
 Browne, Mr. H. F. R. May, Mr. A. J.
 Brusse, Mr. G. Maze, Mr. H. M.
 Collard, Col. A. W. McDermott, Mr. A. P.
 Connell, Mr. and Mrs. Miller, Mr. and Mrs.
 J. L. O. Mumford, Mr. and Mrs.
 Crookenden, Col. and children
 Davies, Mr. W. Oustinoff, Mr. M.
 Dixon, Mr. W. B. Pitt, Mr. John, R.N.
 Dixon, Mr. F. H. Pollock, Hon. H. E.
 Ezzekiel, Mr. J. S. Prynce, Capt. & Mrs.
 Forbes, Mr. Andrew. Quisthoff, Mr. M.
 Gaffney, Mr. Andrew. Rumsey, R.N., Hon.
 Giffham, Mr. D. M. R. Murray
 Hamilton, Major. Sawyer, Mrs.
 Harvey, Mr. E. G. Siegen, Mr. Wilhelm
 Houten, Mr. J. von. Sinclair, Mr. A. G.
 Ingills, Mr. and Mrs. Stokes, Mr. J. S.
 W. F. and child. Wheeler, Mr. W. H.
 Jamieson, Mr. Phillips. Wheeler, Colonel
 Jeffries, Mr. H. N. Wilson, Mrs. W. and
 Lee, Mr. J. E. child
 Lemm, Mrs. and child

CHARGEBURN.

Bells, Mr. H. Grimble, Mr. & Mrs. G.
 Brown, Mr. and Mrs. Heemskerck, Mr. J. B.
 H. Matheson. Helms, Mr. W.
 Bruce, Mr. and Mrs. W. Langlands, A.O.D.
 Crouch, Mr. J. W. Capt. and Mrs. P.
 Edwards, Mr. G. H. Pye, Mr. E. Burns
 Georg, Mr. and Mrs. C. Surplice, Mr. and Mrs.
 Hamilton, Major and F. R. C.
 Mrs. Claude

KOWLOON HOTEL.

Bonnefin, Mr. N. Holden, Capt. H. N.
 Fernandez, Mr. & Mrs. Monrow, Miss
 J. B. Musgrave, Miss
 Groves, Capt. and Mrs. Richel, Mr.
 and family. Riegen, Mr. V.
 Guay, Mr. Joseph. Robson, Capt.
 Holden, Mr. Geo. H.

OPIUM QUOTATIONS.

Hongkong, 21st October.
 To-day's quotations are as follows:—
 BENGAL—New Patna.....@ 937 1/2
 New Benares.....@ 975
 Old Patna.....@ 920
 Old Benares.....@ 925 approx.
 MALWA—New and Last year's.....@ 890/900
 2 1/2 years' old.....@ 910/920
 3 years' old.....@ 920/930
 Pottersford.....@ 950
 PRESJAN—Best quality drug.....@ 770/820

THE SHARE MARKET.

LATEST QUOTATIONS.

(OCTOBER 21st.)

COMPANIES.	PAID UP VALUE.	LATEST QUOTATION.
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Banks.		
Hongkong and Shanghai Banking Corporation	\$ 125	\$620 sellers
The Bank of China and Japan, Limited—(Preference)	£ 5	nominal
The Bank of China and Japan, Limited—(Ordinary)	£ 4	£0.15
The Bank of China and Japan, Limited—(Deferred)	£ 1	£5.5
National Bank of China, Limited.	£ 8	\$27 1/2 sellers
Do. Founders	£ 1	\$15 sellers

Marine Insurances.		
Union Insurance Society of Canton, Limited	\$ 50	\$32 1/2 buyers
China Traders' Insurance Company, Limited	\$ 25	\$50 sellers
North China Insurance Company, Limited	\$ 60	Tenets 100 buyers
Yangtze Insurance Association, Limited	\$ 50	\$120 buyers
Canton Insurance Office, Limited	\$ 20	\$155 ex div. buyers
Straits Insurance Company, Limited	\$ 20	nominal

Fire Insurances.		
Hongkong Fire Insurance Company, Limited	\$ 50	\$357 buyers
China Fire Insurance Company, Limited	\$ 20	\$84 1/2 buyers

Shipping.		
Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$34 1/2 buyers
Indo-China Steam Navigation Company, Limited	£ 10	\$149 sellers
China and Manila Steamship Company, Limited	\$ 50	\$60 sellers
Douglas Steamship Company, Limited	\$ 50	\$47 sellers
China Mutual Steam Navigation Company, Limited—(Preference)	£ 10	£10 buyers
China Mutual Steam Navigation Company, Limited—(Ordinary)	£ 5	£5 sellers
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus)	£ 10	£7.10 sellers
Star Ferry Company, Limited	\$ 2 1/2	\$24 1/2 buyers
"Shell" Transport and Trading Company, Limited	£ 1	£2.5 sellers

Rafineries.		
China Sugar Refining Company, Limited	\$ 100	\$150 buyers
Luzon Sugar Refining Company, Limited	\$ 100	\$27 sellers

Mining.		
Punjom Mining Company, Limited	\$ 9	\$4 sellers
Punjom Mining Preference Shares	Francs 250	\$325
Société Française des Charbonnages du Tonkin	Cents 25	4 cents sales
Queen Mines, Limited	Cents 25	\$4 sellers
Jelebu Mining and Trading Company, Limited	£0 18s. 10d.	\$14 sellers
Raub Alisan Gold Mining Company, Limited	\$ 5	nominal
Olivers Freehold Mines, Limited A.	\$ 5	nominal
Olivers Freehold Mines, Limited B.	\$ 5	nominal

Docks, Wharves and Godowns.		
Hongkong and Whampoa Dock Company, Limited	\$ 50	\$287 1/2 sales
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$97 sellers
Wanchai Warehouse and Storage Company, Limited	\$ 37 1/2	nominal
New Amoy Dock Company, Limited	\$ 6 1/2	\$25 1/2 buyers

Lands, Hotels and Buildings.		
China Provident Loan and Mortgage Company, Limited	\$ 10	\$9.75 sales
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$193 sellers
Kowloon Land and Building Company, Limited	\$ 30	\$31 1/2 buyers
West Point Building Company, Limited	\$ 30	\$60 sales
Hongkong Hotel Company, Limited	\$ 50	\$137 buyers
Oriente Hotel Company, Limited	\$ 50	\$55
Humphrey's Estate and Finance Company, Limited	\$ 10	\$134 buyers

Cotton Mills.		
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	\$ 10	\$13 buyers
Ewo Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 41 buyers
International Cotton Manufacturing Company, Limited	Taels 100	Taels 35 buyers
Laou-kung-mow Cotton Spinning and Weaving Company, Limited	Taels 100	Taels 42 1/2
Soy Chee Cotton Spinning Company, Limited	Taels 500	Taels 260
Yahloong Cotton Spinning Company, Limited	Taels 100	Taels 11

Cigar Companies.		
Alhambra, Limited	\$ 500	\$500 sellers
Philippine Tobacco Trust Co., Limited	\$ 50	\$50 nominal

Miscellaneous.		
Green Island Cement Company, Limited	\$ 10	\$22 sellers
China-Borneo Company, Limited	\$ 15	\$8 sellers
A. S. Watson & Co., Limited	\$ 10	\$16 sellers
Watkins, Limited	\$ 10	\$10
Hongkong Electric Company, Limited	\$ 5	\$13 buyers
Hongkong Electric Gas Company, Limited	\$ 10	\$64 buyers
Hongkong and China Gas Company, Limited	\$ 10	\$140 buyers
Hongkong Rope Manufacturing Company, Limited	\$ 50	\$177 1/2
Geo. Fenwick & Co., Limited	\$ 25	\$55 sellers
Hongkong Ice Company, Limited	\$ 25	\$83 buyers
Hongkong High-Level Tramways Company, Limited	\$ 100	\$280 buyers
Dairy Farm Company, Limited	\$ 6	\$8 buyers
Hongkong and China Bakery Company, Limited	\$ 50	\$50
Campbell, Moore & Co., Limited	\$ 10	\$20 buyers
Bell's Asbestos Eastern Agency, Limited	\$ 1	\$10
United Asbestos Oriental Agency, Limited	\$ 4	\$9
Tebrau Planting Company, Limited	\$ 5	\$2 sellers
Universal Trading Co., Limited	\$ 20	\$19 1/2 sellers
Hongkong Steam Water-boat Co., Limited	\$ 5	\$8 buyers
China Light and Power Co., Limited	\$ 20	\$20 sellers
Robinson Piano Co., Limited	\$ 50	\$50
Manila Investment Co., Limited	\$ 50	\$50 nominal

BENJAMIN, KELLY & POTTS

Share Brokers.

Telegraph Address—"Rialto."

Telephone No. 148.

STEAMERS EXPECTED.

VESSEL'S NAME	FROM	AGENTS	DUE
Nippon Maru	Shanghai	P. & O. S. N. Co.	October 24th
Parramatta	Singapore	P. & O. S. N. Co.	October 25th
Arratoon Apcar	Singapore	D. Sassoon, Sons & Co.	October 26th
Empress of India	Vancouver	C. P. R. Co.	October 29th
Peru	San Francisco	Pacific Mail S. S. Co.	November 2nd
Coptic	San Francisco	O. & O. S. Co.	November 12th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns and in so doing respectfully urge the managers of the shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis, with the latest available information every day.

CHINA COAST METEOROLOGICAL REGISTER.

20TH OCTOBER, 1901, P.M.

STATION.	HOOR.	BAROMETER.	TEMPERATURE.	HUMIDITY.	WIND. DIRECTION.	FORCE.	WEATHER.
Wladivostok	2 p.m.	29.82	—	—	E	2	—
Tokio	"	29.91	—	—	N	6	—
Kochi	"	29.95	—	—	N	6	—
Nagasaki	"	29.91	—	—	E	2	—
Kago-shima	"	29.96	—	—	NE	8	—
Taihou	1 p.m.	29.83	—	—	N	4	—
Taihou	"	29.85	—	—	W	4	—
Koshun	"	29.87	—	—	E	6	—
Pescadores	"	29.90	—	—	NE	8	—
Gut-laff	3 p.m.	30.13	65	68	NNE	3	cy
Sharp Peak	"	29.99	70	66	NE	4	b
Amoy	"	29.97	78	65	NE	4	b
Swatow	"	29.94	77	—	E	3	b
Canton	"	29.92	75	61	ENE	4	b
Hongkong	4 p.m.	29.92	75	—	ESE	4	—
Victoria Peak	"	29.91	80	—	ENE	5	—
Gap Rock	"	29.91	80	—	SSE	1	c
Macao	1 p.m.	29.72	88	59	W	6	c
Haiphong	4 p.m.	29.72	88	59	N	2	b
Manila	3 p.m.	29.72	88	59	NW	2	o
Bacolod	"	29.73	83	—	—	—	—
Hilo	"	29.74	80	—	—	—	—
Cebu	"	29.74	80	—	—	—	—
Cape S. James	"	29.74	80	—	—	—	—

21ST OCTOBER, 1901, A.M.

Wladivostok	7 a.m.	30.18	47	95	N	2	—
Tokio	10 a.m.	30.19	—	—	N	4	—
Kochi	"	30.19	—	—	NE	4	—
Nagasaki	"	30.15	—	—	E	6	—
Kagoshima	"	30.15	—	—	—	—	—
Taihoku	5 a.m.	—	—	—	—	—	—
Taichu	"	—	—	—	—	—	—
Tainan	"	—	—	—	—	—	—
Koshun	"	—	—	—	—	—	—
Pescadores	"	—	—	—	—	—	—
Gutzlaff	9 a.m.	30.23	67	64	ENE	3	o
Sharp Peak	"	30.18	70	66	W	2	b
Amoy	"	30.07	72	67	NE	3	c
Swatow	"	—	—	—	—	—	—
Canton	"	30.04	75	—	E	2	b
Hongkong	10 a.m.	30.05	76	81	E	4	b
Victoria Peak	"	—	—	—	ESE	3	—
Gap Rock	"	30.04	—	—	ENE	5	—
Macao	"	30.06	81	—	E	1	c
Haiphong	7 a.m.	—	—	—	—	—	—
Manila	10 a.m.	29.88	82	77	WSW	1	c
Malate	9 a.m.	—	—	—	—	—	c
Bacolod	"	—	81	—	S	0	c
Iloilo	"	29.86	—	—	—	0	o
Cebu	"	29.84	83	—	—	0	c
Cape S. James	7 a.m.	—	—	—	—	—	—

Post Office.

A Mail will close:—

For Canton—Per *Hankow*, to-morrow, the 2nd instant, at 7.30 A.M.
 For Canton—Per *Trym*, to-morrow, the 2nd instant, at 8 A.M.
 For Swatow, Singapore and Bangkok—Per *Rajahmuri*, to-morrow, the 2nd instant, at 9 A.M.
 For Tientsin—Per *Takhoi*, to-morrow, the 2nd instant, at 11 A.M.
 For Macao—Per *Hongshan*, to-morrow, the 2nd instant, at 1.15 P.M.
 For Singapore, Samang and Sourabaya—Per *Onseng*, to-morrow, the 2nd instant, at 2 P.M.
 For Kunchuck and Samshui—Per *Tung-kong*, to-morrow, the 2nd instant, at 3 P.M.
 For Yokohama and Kobe—Per *Margut*, to-morrow, the 2nd instant, at 4 P.M.
 For Samang and Sourabaya—Per *Devonshire*, to-morrow, the 2nd instant, at 4 P.M.
 For Canton—Per *Yuen*, to-morrow, the 2nd instant, at 5 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of China*, on Wednesday, the 23rd instant, at 11 A.M.
 For Manila—Per *Perla*, on Wednesday, the 23rd instant, at 4 P.M.
 For Shanghai—Per *Lyceum*, on Wednesday, the 23rd instant, at 4 P.M.
 For Manila—Per *Sungking*, on Thursday, the 24th instant, at 5 P.M.
 For Singapore, Penang and Calcutta—Per *Singur*, on Friday, the 25th instant, at 11 A.M.
 For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Yasuda Maru*, on Friday, the 25th instant, at 3 P.M.
 For Europe, India, India, via, Taitung—Per *Anglo*, on Saturday, the 26th inst., at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Doric*, on Tuesday, the 29th instant, at 11 A.M.
 For Europe, India, India, via, Taitung—Per *Sachsen*, on Thursday, the 31st inst., at 11 A.M.
 For Singapore—Per *Ceylon*, on Saturday, the 2nd Nov., at 11 A.M.
 For Shanghai, Mei, Kobe, Yokohama, Victoria, (B.C.) and Vancouver—Per *Tartar*, on Wednesday, the 6th Nov., at 11 A.M.
 For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha*, on Tuesday, the 12th Nov., at 4 P.M.

EXCHANGES.
 Hongkong, 21st October.
 ON LONDON, Telegraphic Transfer 1/10 15/16
 Bank Bills, on demand 1/11
 Credits, 4 months' sight 1/11
 D'cents, 4 months' sight 1/11
 ON BERLIN, (demand) 1/11
 ON PARIS, Bank Bills, on demand 2/4 1/2
 Credits, 4 months' sight 2/4 1/2
 ON NEW YORK, Bank Bills, on demand 46 1/2
 Credits, 30 days' sight 47 1/2
 ON BONNAY, Telegraphic Transfer 1/13 1/2
 ON SIAMANG, Telegraphic Transfer 73 1/2
 ON YOKOHAMA, T.T. 50 days' sight 100
 ON YOKOHAMA, T.T. 6 months' sight 100
 Soverigns, Bank's Buying Rate 52 1/2
 Gold 100 touch, per tael 52 1/2
 Bar Silver 52 1/2
 Dollars 52 1/2

RIVER STEAMERS, SCHOONERS, AND LORCHES.
Fathian, British steamer, 1,225, Lossius, Hongkong, Canton, and Macao Steamboat Co.
Honani, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Powan, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,254, C. V. Lloyd, Butterfield & Swire.
Hok-long, Chinese steamer, 409 tons, Captain Chi Wo & Co.
Talon, British steamer, 728, J. Lawrence, Tai On Steamship Co.
Pak Kong, British steamer, Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

HONGKONG AND MACAO.
Hongshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.
 Macao and Canton.
Lungshan, British steamer, 1,411, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Klungshan, Chinese steamer, 583, R. J. MacKenzie, China Merchant Steam Navigation Co.

Canton and West River.
Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Saltan, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.
Steamers.
 BAKAN MARU, Japanese steamer, 820, F. Kawamoto, 24th Sept.—Japan 17th Sept., Ballast—Japanese.
 BAKU STANDARD, British steamer, 2,375, H. Tucker, 19th Oct.—Singapore 10th Oct., Petroleum—Meyer & Co.
 BENMOH, British steamer, 1,935, A. Wallace, 16th Oct.—Mojji 11th Oct., Coal—Gibb, Livingston & Co.
 BYDOD, Norwegian steamer, 771, Th. Carlsen, 9th Oct.—Hongkong 5th Oct., Coal—Sander, Wieler & Co.
 DEVAWONGSE, German steamer, 1,057, H. Textor, 16th Oct.—Bangkok 8th Oct., General—Butterfield & Swire.
 DEVONSHIRE, British steamer, 2,304, A. Conell, 17th Oct.—Mojji 11th Oct., Coal—Butterfield & Swire.
 DORIC, British steamer, 2,691, Harry Smith, R.N.R., 18th Oct.—San Francisco 20th Oct., Honolulu 27th, Yokohama 10th, October, Kobe 11th, Nagasaki 15th, and Shanghai 16th, Mails and General—O. & O. S. S. Co.

ELCANO, American steamer, 501, R. de Alhenage, 3rd Sept.—Manila 31st August, Ballast—Brandao & Co.
 ELSE, German steamer, 903, Rickers, 19th Oct.—Canton 18th Oct., General—C. M. & E. Co.
 EMPRESS OF CHINA, British steamer, 3,003, R. Archibald, R.N.R., 1st Oct.—Vancouver (B.C.) 9th Sept. and Shanghai 28th, Mails and General—C. P. R. Co.
 ESMERALDA, British steamer, 966, J. McGinty, 19th Oct.—Manila 7th Oct., Ballast—Shewan, Tomes & Co.
 GLENFALLOCH, British steamer, 1,434, R. S. Bainbridge, 19th Oct.—Penang and Singapore 11th October, General—Joo Teck Seng.
 GLOUCESTER CITY, British steamer, 1,409, J. Nilson, 12th Oct.—Sagun 8th Oct., Rice and Rice-Flour—Order.
 HAIRING, British steamer, 1,275, W. Davis, 19th Oct.—Fochow 15th Oct., Amoy 17th, and Swatow 18th, General—Douglas, Laik & Co.
 KAGOSHIMA MARU, Japanese steamer, 2,731, K. Kori, 10th Oct.—Mojji 4th Oct., Coal—Nippon Yusen Kaisha.
 KALGAN, British steamer, 1,558, J. Speed, 18th Oct.—Java 9th Oct., Sugar—Butterfield & Swire.
 LOVAL, German steamer, 1,020, J. Weidlich, 15th Oct.—Samarang 6th Oct., Sugar—Sander, Wieler & Co.
 MARQUIS BACQUEHEM, Austrian steamer, 2,771, Bilfinger, 19th Oct.—Trieste via Bombay and Singapore 12th Oct., General—Sander, Wieler & Co.
 ON SANG, British steamer, 1,350, Davis, 11th Oct.—Java and Oct., Sugar—Jardine, Matheson & Co.
 PEARL, British steamer, 1,125, Prynn, 16th Oct.—Swatow 15th Oct., Ballast—Mr. Geo. McBain.
 RADNORSURE, British steamer, 1,830, R. C. Bindloss, 18th Oct.—Mojji 13th Oct., Coal—Shewan, Tomes & Co.
 RAJAHURI, German steamer, 1,189, A. Ahlborn, 14th Oct.—Bangkok and Koh-si-chang 9th Oct., Rice—Butterfield & Swire.
 RAJAH, British transport, 3,634, J. L. Leftwich, 19th Oct.—Calcutta 6th Oct., Ballast—Jardine, Matheson & Co.
 SUIANG, British steamer, 1,776, E. J. Tadd, 18th Oct.—Calcutta via Penang and Singapore 11th Oct., General—Jardine, Matheson & Co.
 TSINAN, British steamer, 1,464, O. Anderson, 15th Oct.—Shanghai 12th Oct., General—Butterfield & Swire.

Sailing Vessels.
 CELESTE BURRILL, British ship, 1,764, C. A. Trefry, 29th May, Manila 9th May, Ballast—Order.
 HELEN H. WYMAN, American ship, 1,664, D. A. Vanhon, 10th Sept.—Cheloo 28th Aug., Ballast—Arnold, Karberg & Co.
 HERZOG JOHANN ALBRECHT, German schooner, 701, Andersen, 10th October, Manila 6th Oct., General—Master.
 KENTMERE, British ship, 2,477, Bundy, 19th Sept.—New York 5th May, Oil—Standard Oil Co.
 LUCIA, British ship, 640, Andersen, 2nd Oct.—Rajang 6th Sept., Timber—Master.
 MANUEL LLAGUNA, American ship, 1,650, Nichols, 29th June—New York 3rd Mar., Kerosine Oil—Standard Oil Co.
 SEA WITCH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb., Ballast—Master.
 STATE OF MAINE, American ship, 1,467, Colcord, 8th Sept.—New York 4th May, Kerosine—Standard Oil Co.
 W. H. CONNER, American ship, 1,614, Colcord, 26th Sept.—Manila 10th Sept., Ballast—Standard Oil Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.
 Hongkong, October 21st, 1901.
Alacrity, despatch vessel, 1,700 tons, 10 guns, 120 h.p., Comdr. S. E. Eskine, Wei-hai-wei.
Albion, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. W. W. Hewitt, Amoy.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. W. Carey, Shanghai.
Arctura, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Stirling, Hongkong.
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Hongkong.
Astron, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. C. J. Baker, Hongkong.
Aurora, 1st-class cruiser, 5,600 tons, 8,500 h.p., 12 guns, Capt. E. H. Bayly, C.B., Wei-hai-wei.
Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain Sir G. J. S. Warrander, Bart., Nagasaki.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 12,411 h.p., Capt. Henderson, C.M.G., Taku.
Drumville, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wuhu.
Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 5,600 h.p., Commander Sir Bouchier Wrey, Bart., Singapore.
Britomart, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Taku.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Pakenham, Wei-hai-wei.
Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Tildard, Shanghai.
Editha, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. Stokes, Amoy.
Endon, 1st-class cruiser, 7,335 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, C.M.G., Hongkong.
Eis, coast defence gunboat, 353 tons, 3 guns, 200 h.p., Lieut.-Comdr. F. Blunt, Chinkiang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 h.p., Lt. and Beaty Pownall, Hongkong.
Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 h.p., Capt. Carter, Wei-hai-wei.
Golfath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wintz, Shanghai.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.
Han, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Com. G. C. Hardy.
Hummer, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Shanghai.
Iris, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, M.V.O., Hongkong.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., in reserve.
Oriskany, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. Arthur J. Rennick, Fuguan, Hongkong.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,000 h.p., Capt. J. H. Burke, C.B., Shanghai.
Offer, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 h.p., Lieut. and Com. C. F. Mansel, Taku.
Phantix, sloop, 1,060 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Canton.

Miscellaneous.
Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.
Holland, Dutch cruiser, 8 guns, 3,000 tons, 9,250 h.p., Capt. S. N. Sybrandt, Swatow.
Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 h.p., Capt. Weber, Singapore.
Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 h.p., Capt. J. P. Rossum, Swatow.
Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
Maria Theresia, Austrian cruiser, 10 guns, 3,900 tons, 9,755 h.p., Capt. V. Kless Ritter v. Sambuch, Shanghai.
Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,730 h.p., Capt. Jansen, Taku.
Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.
Zenta, Austrian cruiser, 2,200 tons, Captain Kunsti, Singapore.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.
The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Tsentsovsky, at Tientsin.
Albatross, Russian gunboat, 81 tons, 8 guns, 1,200 h.p., Captain Eliskin, at Nagasaki.
Bobr, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.
Dimitri Donstoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbrennikoff, at Taku.
Gremiasichy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.
Koreyeta, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.
Mandjory, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Venish, Nagasaki.
Nayad, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.
Otavan, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Copranoff, at Shanghai.
Petropavlovsk, Russian battleship, 12,000 tons, Capt. Grevis, at Nagasaki.
Polstava, Russian battleship, 10,960 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rosita, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Demojoff, at Nagasaki.
Rovnysnik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.
Rurik, Russian flag-ship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Sevastopol, Russian battleship, 10,900 tons, 13,600 h.p., 16 guns, Capt. Meleusky, at Nagasaki.
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baranoff, at Nagasaki.
Stroi Valtky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Molias, at Taku.
Stonich, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.
Sueaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp. tubes 780 h.p., speed 19.7 knots.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.
Voitach, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.
Vladimir, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulja, at Taku.
Zabata, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)
Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
Fori, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Janitchiki, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Kasatcha, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.
Kil, Russian torpedo boat, 350 tons, Captain Kivnarsky, at Shanghai.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 12 knots.
Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 200 h.p., 12 knots.
Pogodny, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Stik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

THE RUSSIAN TORPEDO FLOTILLA.
Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp. tubes, 1,100 h.p., speed 12 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp. tubes 780 h.p., speed 23 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
 * Flagship of Vice-Admiral Alexeieff.
 * Flagship of Rear-Admiral F. V. Dubossioff.
 * Flagship of Rear-Admiral Reouloff.

THE GERMAN SQUADRON.
Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai.
 * *Fürst Bismarck*, German flag-ship, 11,000 tons, 36 guns, Capt. Graf Lotke, at Taku.
Gefion, German cruiser, 1,600 tons, 8 guns, Capt. Bauer, at Shanghai.
 * *Hansa*, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woosung.
Helg, German despatch-vessel, 2,000 tons, 12 Capt. Ramplold, at Woosung.
Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Uedom, at Shanghai.
Ilia, German gunboat, 600 tons, 10 guns, Lieut.-Comdr. Shamer, at Canton.
Irene, German cruiser, 4,200 tons, 8 guns, 4,950 h.p., Capt. Stein, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Fochow.
Katerin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gülich, at Amoy.
 * *Kurfürst Friedrich Wilhelm*, German battleship, 10,100 tons, 40 guns, Capt. von Holzdorff, at Woosung.
Luchs, German gunboat, 850 tons, 10 guns, Comdr. Daehnhardt, at Shanghai.
Schwabe, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstadt, at Shanghai.
Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.
Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.
K. F. Wilhelm, German battleship, at Nagasaki.
 No. 60, German torpedo-boat, 320 tons, Capt. Hoepfner, at Shanghai.
 No. 61, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.
 No. 62, German torpedo-boat, 320 tons, Capt. Fluhrich, at Shanghai.
 * Flagship of His Excellency Vice-Admiral Bendemann.
 * Flagship of Rear-Admiral Geissler.
 * Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.
Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.
Amiral Charner, 2nd-class cruiser, 4,800 tons, Capt. Baehne, Saigon.
Bengali, 2nd class despatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.
Bugard, 2nd class cruiser, 4,000 tons, 19 guns, 9,000 h.p., Capt. Defevre, at Shanghai.
Chateaufort Laubert, 2nd-class cruiser, 4,000 tons, 9,000 h.p., 18 guns, Capt. Espinay St. Luc, at Fochow.
Comete, gunboat, 600 tons, Capt. Louel, at Canton.
Decadi, gunboat, 640 tons, Capt. Leamey, at Hongkong.
 * *D'Entrecasteaux*, 1st class cruiser, 8,100 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Taku.
Desbarres, 2nd class protected cruiser, 4,000 tons, 36 guns 631 h.p., Captain Saulne, at Shanghai.
Eure, Dispatch-transport, Capt. Vallée, at Saigon.
Friant, 3rd class cruiser, 3,900 tons, Capt. Adam, en route Haiphong.
Jean Bart, 1st class cruiser, 4,500 tons, 13 guns, 11,000 h.p., Capt. Aubin, at Taku.
Keraint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Taku.
Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Motet, at Shanghai.
Sizy, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.
Surprise, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Monnet, at Shanghai.
Ville D'Alger, monitor, 944 tons, Captain Bomesaure, at Hongkong.
Vigore, gunboat, 400 tons, Captain G. del Villeneuve, at Fochow.
 * Flagship of Vice-Admiral Courtejoles.

THE AMERICAN SQUADRON.
Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
Bennington, U.S. cruiser, 1,710 tons, 6 guns, 2,436 h.p., Comdr. C. H. Arnold, at Hongkong.
Brooklyn, Flagship, U.S. cruiser, 9,715 tons, Capt. C. M. Thomas, Shanghai.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.
Cassins, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Verry, at Shanghai.
Cellis, U.S. supply ship, 6,228 tons, 1,890 h.p., Comdr. C. T. Fosse, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
Cutgood, U.S. supply ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
Glacier, U.S. supply ship, Lieut.-Comdr. A. Mertz, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,968 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.
Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Blecker, at Manila.
Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.
Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.
Marietta, U.S. gunboat, 1,000 tons, 1,700 h.p., 12 guns, Comdr. E. H. Gheen, at Canton.
Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. A. B. Speyers, en route Canton.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Comdr. G. A. Bicknell, at Taku.
Monterey, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, Shanghai.
Nashville, U.S. cruiser, Comdr. R. P. Rogers, at Nagasaki.
New York, U.S. battleship, 10,500 tons, Capt. J. McCallan, at Manila.

THE ITALIAN SQUADRON.
Calabria, Italian cruiser, 2,946 tons, Capt. C. Canelli, Shanghai.
Elba, Italian cruiser, 4,720 tons, Capt. Ceconci, Taku.
Fiormosa, Italian cruiser, Capt. Carlo Negri, Shanghai.
Vasuvio, Italian cruiser, 4,500 tons, 14 guns, 6,820 h.p., Capt. Zei, at Shanghai.
Vettor Pisani, Italian cruiser, 6,700 tons, Capt. V. Onofrio, Shanghai.

JAPANESE MEN-OF-WAR.
Battleships.
Asahi, 1st class, 15,200 tons, 15,000 h.p., 18 guns, Captain S. Miso, at Japan.
Yashima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.
Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Taku.
Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.
Coast Defence Ships.
Matsumoto, 1st class, 4,277 tons, 23 guns, 5,400 h.p., at Sascho.
Itusukushima, 1st class, 4,277 tons, 33 guns, 5,400 h.p., at Kure.
Hashidate, 1st class, 4,277 tons, 33 guns, 5,400 h.p., at Yokosuka.
Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, at Japan.
Hiyei, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tonji, at Japan.
Heiyen, 2nd class, 2,400 tons, 15 guns, 2,400 h.p., at Yokosuka.
Cruisers.
Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Sascho.
Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.
Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.
Yokino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Shanghai.
Nanawa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.
Takachiko, protected cruiser, 1st class, 3,700 tons, 24 guns, 7,120 h.p., at Keelung.
Chiyoda, protected cruiser, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure.
Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.
Suma, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., at Japan.
Idzumi, protected cruiser, 1st class, 3,500 tons, 30 guns, 6,080 h.p., Capt. Warita, at Japan.
Sai-yei, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p., at Yokosuka.
Ahlenshima, protected cruiser, 1st class, at Manila.
Miyako, 2nd class, 1,800 tons, 34 guns, 5,000 h.p., at Taku.
Takao, 2nd class, 1,760 tons, 15 guns, 5,400 h.p., Capt. Matsuda, at Japan.
Yeyama, 2nd class, 1,600 tons, K. Matsumoto, 10 guns, 5,630 h.p., at Japan.
Takushi, 3rd class, 1,300 tons, Capt. S. Mastui, 12 guns, 2,887 h.p., at Japan.
Oragi, cruiser, at Taku.
Sayanami, torpedo-boat destroyer, 305 tons, Capt. J. Takenonchi, at Japan.
Sloops and Corvettes.
Musashi, 1,490 tons, 10 guns, 1,500 h.p., at Yokosuka.
Katuragi, 1,480 tons, 10 guns, 1,600 h.p., at Sascho.
Yamato, 1,480 tons, 10 guns, 1,600 h.p., at Chemulpo.
Tenryu, 1,550 tons, 10 guns, 1,165 h.p., at Fusan.
Kaitani, 1,360 tons, 10 guns, 1,125 h.p., at Sascho.
Amagi, 1,050 tons, 13 guns, 720 h.p., at Yokosuka.
Gun-boats.
Oshima, 620 tons, 10 guns, 1,200 h.p., at Sascho.
Akagi, 620 tons, 10 guns, 700 h.p., at Shanghai.
Atago, 620 tons, 10 guns, 700 h.p., at Taku.
Maya, 620 tons, 10 guns, 700 h.p., at Kure.
Chikab, 620 tons, 10 guns, 700 h.p., at Taku.
Soko, 572 tons, 4 guns, 400 h.p., at Sascho.
Iwaki, 600 tons, 6 guns, 400 h.p., at Yokosuka.
Chitose, 490 tons, 5 guns, 472 h.p.
Chin Foku, 490 tons, 5 guns, 472 h.p.
Chin Pui, 500 tons, 9 guns, 455 h.p.
Chin Chu, 500 tons, 9 guns, 455 h.p.
Yakichio, gunboat, 4,000 tons, Capt. Yakis, at Japan.